



ROUTE 138 WHERE THE PAST, PRESENT AND FUTURE MEET



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Public Information Booklet
October 2000

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PRE-ADDRESSED COMMENT CARD _____ Center of Booklet

Welcome

Dear Citizen:

You're invited to the Public Hearing discussing both the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) and the design alternatives for improving the State Route 138 corridor between Avenue T and the Junction with State Route 18.

The purpose of this public hearing is to give you an opportunity to ask whatever questions you may have, tell us your concerns, and make suggestions.


Although many prior agency and public meetings have been held in the process of developing the project design and the Draft EIR/EA, your continued cooperation and participation are essential.


To facilitate your cooperation and participation, we are holding this Public Hearing to solicit your comments and concerns. To enhance the flexibility of your participation, we will be using two different Public Hearing formats. The first format is a Formal Hearing and the second format is an Open Forum Hearing. Both will be held on October 30, 2000. You are encouraged to participate in either Public Hearing and have your opinion made part of the Public Record.


The Formal Public Hearing will include a presentation describing the overall project followed by the opportunity for public testimony. The process of presenting testimony requires concerned individuals to make their presentations to a formal hearing board in front of other citizens. Although the Formal Hearing format offers some advantages, for some individuals this hearing process may be somewhat intimidating.

The Open Forum Public Hearing will be a more informal environment. The Open Forum process differs from the formal approach, in that; formal live presentations and testimony before an assembled audience will not be included. Your input may be submitted in a more relaxed way to a court reporter.

Throughout most of the Public Hearing, you will have the opportunity to ask Caltrans staff questions, and then make comments you wish to have entered into the Public Record. This can be accomplished in a variety of ways, including:


 avail yourself of the pre-addressed comment cards available at the information table and attached to this booklet.


 deliver written statements by mail.

 you may e-mail your statement to

cathy.wright@dot.ca.gov

art.correa@dot.ca.gov

 dictate your comments directly to the certified court reporters at the back of the room at the Open Forum Hearing.

 present your testimony to the hearing panel at the October 30, 2000 hearing.

After the Public Hearing, the Public Record will remain available until November 10, 2000 to receive additional public comments or information.

Whatever means you choose, we encourage you to take advantage of the opportunity to make your opinion known. Every comment we receive will be taken into consideration.

Thank you for your participation in this important process.

Sincerely,

Robert W. Sassaman
District 7 Director
Caltrans

What is Planned?

The California Department of Transportation (Caltrans) is proposing to widen State Route 138 between Avenue T and the Junction with State Route 18. The project traverses the City of Palmdale and the communities of Littlerock, Pearblossom, and Llano. The facility extends a distance of approximately 18 miles. Various alternatives, including the No Project and various build options, are being considered.

Public Review

Caltrans environmental specialists have studied the potential effects the project alternatives may have on the environment. These studies found that the build alternatives will encroach upon floodplains and historic properties. Some residential and commercial displacements will occur. Mitigation measures are being recommended to reduce community impacts. The public is now being given the opportunity to review these studies and comment on the project design features and environmental issues.

The public is invited to review the Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) and to submit their comments for inclusion in the public record. The Draft EIR/EA is available for public review at the following locations:

Caltrans District 7

Office of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012
(213) 897-0687

Caltrans District 8

Public Affairs
464 West 4th Street
San Bernardino, CA 92401
(909) 383-4631

Palmdale City Hall Littlerock Town Council Littlerock Public Library Littlerock Post Office Littlerock Chamber of Commerce Littlerock Alpine Elementary School	Pearblossom Chamber of Commerce Pearblossom Post Office Keppel Union School District Office Llano Community Association Llano Post Office
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World WideWeb: <http://www.dot.ca.gov/dist07>

Open Forum Public Hearing/Map Showing

You are invited to attend an informational map showing with project maps and project specialists, including design engineers, environmental specialists, property appraisers, and relocation experts available to answer your questions on the project.

In this format, we have tried to create an informal atmosphere to allow us to get better acquainted, answer your questions, and to hear your concerns regarding the State Route 138 widening project. Caltrans staff will be available to respond to public inquiries on an individual basis.

The Open Forum Public Hearing map showing is scheduled for:

October 30, 2000
4:00 p.m. to 7:00 p.m.
Littlerock High School
10833 E. Avenue R
Littlerock, CA 93543

Formal Public Hearing

A Formal Public Hearing has also been scheduled to solicit public comment and record formal testimony. It is scheduled as follows:

October 30, 2000
7:00 p.m. to 9:00 p.m.
Littlerock High School
10833 E. Avenue R
Littlerock, CA 93543

The Formal Public Hearing will include a brief presentation of the project and provide the public with an opportunity to present verbal testimony before the assembled audience for the record.

In both hearings, the public is encouraged to submit their comments in written form, by electronic mail, or verbally to a court reporter. However they are submitted, these comments will become part of the legal hearing record and will be fully considered in the decision process.

Public Input

The public is a key element throughout the environmental process. Following the hearing the public record will remain open for ten days until November 10, 2000, during which time additional comments may be formally submitted.

All comments resulting from the public hearings and circulation of this draft environmental document will be considered in preparing the Final Environmental Impact Report/Environmental Assessment (Final EIR/EA) which will include selection of the preferred alternative. The appropriate state and federal agencies must then approve the Final EIR/EA and the preferred alternative.

You are encouraged to participate in this process and submit comments to Caltrans. The following are ways you may have your comments entered into the public record:

1. Written comments may be submitted directly to Caltrans through November 10, 2000 to the following addressee:

Mr. Ronald Kosinski, Chief
Office of Environmental Planning
Route 138 Comments
Caltrans District 7
120 South Spring Street
Los Angeles, CA 90012

2. Written comments may be submitted by electronic mail (E-Mail) to Caltrans through November 10, 2000 to the following addressees:

cathy.wright@dot.ca.gov

art.correa@dot.ca.gov





3. Public comment cards can be found in the center of this booklet. Comment cards are pre addressed for your convenience. The comment card may be mailed directly to Caltrans through November 10, 2000.

Public comment cards will be available at each Public Hearing. These comment cards may be submitted to Caltrans representatives at these meetings or returned to Caltrans by mail.

4. At the Formal Public Hearing, public testimony or information presented before the assembled audience will be entered into the hearing record.
5. At the Open Forum Public Hearing, court reporters will be available to take your testimony.
6. Additionally, at both Public Hearings, Caltrans project specialists representing Design, Right of Way, Environmental, and other Engineering disciplines will be available to provide information. These specialists are available to address the design features, the relocation assistance program, the environmental impacts, and other public concerns.

Right of Way

If you are a property owner, lessee, or tenant who may be affected by the project, the following Caltrans publications are available and will answer many of your questions regarding the State acquisition procedures and Relocation Assistance Program:

-  Your Property, Your Transportation Project.
-  Working Together Works, Caltrans and You, Title 6
-  Business, Farm, and Non-Profit Relocation Assistance Program
-  Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential)







These publications are available upon request, or by visiting the project's web site, and will also be available at the hearing.

This project will not have a significant impact on the local housing market. Right of Way costs will be negotiated on an individual basis by Caltrans Office of Right of Way and relocation assistance will be provided in accordance with Caltrans regulations.

Community Issues

The communities along the State Route 138 corridor have been, and are projected to be, among the fastest growing areas in Southern California. The corridor is already experiencing traffic congestion problems. The Southern California Association of Governments (SCAG) has projected significant levels of growth in population and employment between 1999 and 2024, particularly in the Palmdale area.

The proposed project is intended to achieve the following objectives:

-  Provide congestion relief by reducing travel time along the Route 138 corridor.
-  Improve traffic circulation.
-  Improve access.
-  Improve safety.
-  Facilitate the efficient flow of goods and services through this area.
-  Conform to state, regional, and local plans and policies.

Historically, new transportation facilities, along with other infrastructure improvements have been known to influence growth. The level of this influence is difficult to quantify. Complicating any empirical analysis of transportation's growth inducing abilities are other variables such as economic trends, public policies, local plans, location image, land availability and development financing practices.

The proposed improvements are located near an area that has experienced rapid growth in the past. This growth is expected to continue regardless of the improvements made to the existing infrastructure.

Life style and quality of life impacts are very subjective issues. To many people, improved access, improved highway design, and safety improvements equate to improvements in quality of life. To others, highway encroachments are seen as a degradation of life style. This project, when listed among the dynamic continuum of changes that affect the study area, will have a relatively minimal long-term impact on the communities along the highway.

Agency Coordination and Public Involvement




























The large-scale nature and complexity of the proposed project has necessitated extensive and ongoing coordination among a variety of local, state and federal agencies.

Caltrans is the Lead Agency for this EIR/EA under California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). As the Lead Agency, Caltrans has conducted studies, prepared the resulting technical reports, and has provided technical support, review, and direction of the study effort.

In addition, ongoing project coordination has been provided through a Project Development Team (PDT). The PDT is composed of Caltrans technical staff. The PDT met periodically.

throughout the course of the study to review the study's progress, to exchange technical information, and to respond to issues affecting the project.

Consultation and coordination with a variety of other agencies has been required in addition to PDT members. Among these are the:

-  Environmental Protection Agency (EPA)
-  Natural Resources Conservation Services
-  City of Lancaster
-  U.S. Army Corps of Engineers
-  State Historic Preservation Officer
-  Advisory Council on Historic Preservation
-  Regional Water Quality Control Board
-  Los Angeles County Flood Control District
-  Los Angeles County Department of Public Works
-  Los Angeles County Department of Parks and Recreation
-  Los Angeles County Department of Water and Power
-  U.S. Fish and Wildlife Service
-  California Department of Fish and Game
-  California Department of Water Resources
-  South Coast Air Quality Management District
-  Littlerock Town Council
-  Littlerock Chamber of Commerce
-  Pearblossom Chamber of Commerce
-  City of Palmdale
-  Llano Association
-  U.S. Postal Service
-  Highway 138 Safety Corridor Task Force
-  California Highway Patrol
-  Los Angeles County Sheriff's Department
-  Keppel Union School District
-  Antelope Valley Trails, Recreation & Environmental Council
-  Big Pines Historical Society







Public involvement in preparation of the EIR/EA was initiated with issuance of a Notice of Preparation on August 20, 1998 and the publication of a Notice of Intent in the Federal Register on August 27, 1998.


A public scoping meeting to introduce the project was conducted on October 26, 1998 at the Alpine Elementary School in Littlerock. Section 6.0 of the draft EIR/EA contains additional information regarding the scoping process and public concerns.

Project Description


The proposed project includes the following features:


Design:

-  Two 3.6 m (12-foot) wide lanes in each direction.
-  2.4 m (8-foot) wide shoulders in each direction.
-  A 4.8 m (16-foot) wide median to be used as a two way left turn lane.
-  Widening will take place on both sides of the highway.
-  Sidewalks will be constructed in the developed areas.
-  A separate structure would be constructed adjacent to the existing bridge over the aqueduct at 96th Street East to accommodate an exclusive equestrian lane.


 Curve Corrections - The widening would include curve corrections in the immediate vicinity of the following locations:

- ◆ 72nd Street East
- ◆ 116th Street
- ◆ 175th Street East
- ◆ Avenue W
- ◆ State Route 18 Junction.





 Junction Modification – The project would modify the State Route 138/State Route 18 Junction by providing a direct connector from the eastbound 138 to the eastbound 18.

 Bridge Widening – Two bridges, California Aqueduct (Bridge 53-2098), and the Little Rock Creek Bridge (Bridge 53-0303) would be widened. The widening of these bridges will accommodate drainage and facilitate functional wildlife corridors. The Little Rock Creek Bridge will have the existing median closed.





New Bridge - The two existing bridges at the Big Rock Wash (Bridge 53-313 and Bridge 53-314), would be replaced with a single structure. The new structure would accommodate drainage and facilitate functional wildlife corridors.

-  Elevation of Profile- the widening of the State Route 138 would include raised profiles along the highway to accommodate drainage requirements, eliminate the rolling profile between Pearblossom to State Route 18 thereby, improving the sight distance for stopping which could reduce cross-median accidents.




Right of Way:

-  Right of Way width ranges from 31.7 m (104 feet) to 48.76 m (160 feet).
-  Temporary Construction Easements from adjacent properties may be required to reconstruct access from the proposed highway to the existing driveways.
-  Relocation of a small number of businesses, homes, or residents is anticipated.
-  Utility poles will be relocated behind the sidewalk.

Construction:

-  Construction of the project will be completed in two stages.
-  Access to existing cross streets and businesses and homes will be maintained at all times.
-  Construction staging does not require detours.
-  Fire trucks, ambulances, and police vehicles will have access at all times.

Public Information:

-  A project Web site will provide information about schedules, right of way, design issues, local issues, construction information, etc.
-  Press releases to all local media outlets, including newspapers, local cable access stations; local radio stations, etc. will be made available prior to any closures.
-  Community meetings will be scheduled, as necessary, to keep the community informed on the status of the project.

Alternatives Under Consideration

No Action

This alternative would not involve development of any improvements along the State Route 138 corridor. This alternative retains the existing roadway conditions. This alternative would avoid the environmental impacts associated with widening of the existing facility. This alternative would not require the expenditure of natural, financial, and human resources that would occur with the other project alternatives.

This alternative was withdrawn from consideration because it is not consistent with the long-term objective of reducing congestion and improving the overall operation and safety for State Route 138. It would not provide sufficient capacity for projected 2024 traffic volumes. It would not improve safety conditions or reduce the number of accidents and fatalities. It would not facilitate the efficient movement of goods and services through the area. It would not complete the planned integrated regional transportation network between San Bernardino County and Eastern Los Angeles County.

The No Action Alternative would be inconsistent with the 1990 State Transportation Improvement Program (STIP) that allotted funds for passing lanes, widen bridge, and channelization. It would not conform to the Air Quality Management Plan (AQMP)

Preferred Alternative - "Widening along existing facility"

This is the preferred project alternative. This alternative involves the addition of one lane in each direction, upgrading the existing facility to four (4) standard 3.6 m (12-foot) wide lanes, 2.4 m (8-foot) wide shoulders, and a 4.8 m (16-foot) wide stripped median for left turns. The existing alignment and profile would be maintained except in the community of Pearblossom where the alignment would shift to the north by approximately 3.6 m (12 feet) from 121st Street East to Longview Road and then return to the existing roadway. The vertical profile would change from Pearblossom to the junction with State Route 18 to improve stopping sight distance and accommodate drainage culverts. Curves would be realigned and the bridges at California Aqueduct and Little Rock Creek would be widened. The bridges at Big Rock Wash would be replaced. A separate structure would be constructed adjacent to the existing bridge over the aqueduct at 96th Street East to accommodate an exclusive equestrian lane. A direct connector for eastbound traffic would be constructed at the 138/18 Junction.

Design Variation D – Avenue V-8

This alternative involves all of the features of the Preferred Alternative; however, near the community of Littlerock a new alignment will be constructed to the south of the existing alignment. At 70th Street East, this alignment will veer south towards Avenue V and then continue along Avenue V to 82nd Street. At 82nd Street, the alignment will veer further to the south to continue along Fort Tejon Road and will then traverse further east along Avenue V8 until it rejoins the existing highway at the intersection of 116th Street East and State Route 138.

Design Variation E – Avenue V

This alternative involves all of the features of the Preferred Alternative; however, near the community of Littlerock a new alignment would be constructed to the south of the existing alignment. At 70th Street East, this alignment would veer south towards Avenue V and then continue along Avenue V until it rejoins the existing highway at the intersection of Avenue V and State Route 138.

Summary Of Alternatives Withdrawn From Consideration

Several alternatives were withdrawn from further consideration as they would not meet the project objectives of accommodating travel demands, maximizing speeds, and meeting regional transportation goals. The two alternatives previously evaluated and withdrawn from further consideration included the following:

Building of Freeway

This alternative consisted of developing a freeway in the State Route 138 corridor. This alternative was withdrawn from consideration at this time since it did not address safety and operational problems of the existing highway. Also funding was not available.

Transportation System Management (TSM)

At the present time, the project area does not meet the criteria for a Transportation System Management program. The project area is located in an unincorporated/rural area of Los Angeles County where population is below the 200,000 level and is thus not eligible. This alternative is no longer under consideration due to its inability to address project goals.

Environmental Impact Report/ Environmental Assessment

The Draft Environmental Impact Report/Environmental Assessment (Draft EIR/DEA) describes the purpose and need for the project, addresses alternatives to the project, and documents the project's potential environmental effects pursuant to the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

It is intended to provide environmental information for the general public and for local government agencies along the corridor, as well as for the decision-makers responsible for considering implementation of the project.

As a Draft EIR/EA, this document will be used by the California Transportation Commission in placing the project on the State Transportation Improvement Program (STIP) and authorizing use of State highway funds for project development and construction.

As a Draft EIR/EA, this document will be used by the Federal Highway Administration (FHWA) in deciding whether or not federal highway funds are to be allocated for project development and construction. This document is also intended to provide environmental information to those responsible agencies with authority to approve or deny necessary permits or other environmental clearances. These agencies and their responsibilities relative to the proposed project are listed below:

Agency

California Department of Fish & Game
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
U.S. Department of the Interior
Advisory Council on Historic Preservation
State Historic Preservation Officer
California Regional Water Quality
Control Board

Responsibility

1601 Permit
Section 404 Permit
Section 7 Consultation
Section 4(f) Consultation
106 Consultation
Section 106 Consultation
Section 401 Permit

Summary of Environmental Impacts for the Alternatives Under Consideration

The build alternatives would have the following effects.

Erosion, Hydrology, Floodplains, and Water Quality:

The project has the potential for erosion and increased runoff.

The Big Rock Wash Bridges would be replaced with one single structure instead of the current two-structure bridge. Improvements to Big Rock Wash Bridge and channel would reduce the floodplain area and provide additional usable land.

To minimize impacts, work would be conducted during the dry season, unless an emergency situation arises during the wet season. Erosion and dust control procedures would be used.

Noise:

There would be temporary increases in noise levels during construction and a permanent increase in noise levels from project operation. Since the residences have driveways and walkways abutting the highway, soundwalls are not feasible.

Provision of noise attenuation in accordance with the latest FHWA noise abatement criteria and state noise policies at the time the project is advertised for construction.

Cultural:

The project would directly impact the Llano Colony Site, which is eligible for inclusion on the National Register of Historic Places. Caltrans would comply with conditions of the Section 106 Memorandum of Agreement and Section 4(f) for historic properties. If additional resources are found, work would be halted until a qualified archaeologist assesses significance.

Wetlands and other Waters of the U.S:

Proposed project would impact jurisdictional waters of the U.S. at various locations throughout the project. Currently, the Army Corps of Engineers is in the process of determining which areas are under their jurisdiction.

Biological:

The impacts on the biological resources include the relocation of Joshua trees, the disruption of existing wildlife corridors and the removal of alluvial fan scrub.

To minimize these impacts, Caltrans will consult with the United States Fish and Wildlife Service to ensure that any action is not likely to jeopardize the continued existence of any listed species in accordance with Section 7 of the Endangered Species Act. Areas temporarily impacted by construction will be revegetated with indigenous species and ornamental vegetation.

Alpine Elementary School:

Since the school is located along the highway the widening project will impact the existing operation of the facility. In an effort to minimize the impacts, school officials and the department met on numerous occasions to develop a mitigation plan.

In general the plan identifies the parking measures needed to mitigate the elimination of the existing parking spaces in front of the school and the elimination of the bus loading and unloading lane in front of the school. The plan calls for 130 parking spaces, landscape improvements, a pick-up/drop-off area, walkways, lighting, fire access provisions, and circulation improvements.

The school district will be responsible for the design and management of the construction contract. Caltrans will generally pay for all of the costs associated with mitigation for the project impacts.

Caltrans will develop and provide an educational safety program to the school to instruct children about the dangers of playing around a construction site. The school children's safety awareness program will get underway before construction begins.

Prior to construction, Caltrans will submit a copy of the proposed construction schedule and detour information to potentially affected school districts and associated local agencies so that school bus routes and emergency vehicle routes can be revised.

During right of way negotiations, Caltrans will survey the school grounds in more detail to determine if there is a need to improve internal pathways because of the relocation of bus loading and parking facilities. Any improvements to the existing pathway, including replacing the asphalt concrete surface and adding additional lights, should be negotiated with the right of way agent.

Economic Impacts/Business Relocations:

The survival of the business community through the towns along the project was a primary concern to the department. The alternatives developed had to consider this issue. The proposal to realign the highway away from the business area was considered; however, the economic analysis conducted for the project indicates that alternatives south of the business center area would probably destroy the livelihood of the community. The town's economy depends on the users of State Route 138.

Caltrans also studied the impacts of widening on the existing alignment and how it relates to the existing buildings. The preferred alternative affects these buildings the least. However, some building fronts would be right at the back of sidewalks. When designing this project, Caltrans studied realignments with several alternatives in an attempt to avoid impacting the existing buildings; but found the alternatives were not feasible. The greatest impact to the

realignment studies was the threat to the survival of the existing town's businesses. Thus, the least impacted alternative was to widen an equal distance north and south of the existing centerline. The idea was to protect and to save the existing buildings and not relocate them.

A few businesses would be relocated. The remaining businesses would require temporary construction easements to use the properties until completion of construction. The impact would be minimal and temporary until construction completes. The widening would have an impact on some of the existing facilities; however, Caltrans is committed to working with all affected owners. For example, Caltrans would compensate impacted owners for relocation or replacement of their business' signs. Everything possible will be done to keep the properties whole and intact.

Caltrans will assist displaced businesses with reestablishment costs in conformance with the Uniform Act.

The exact number of parcels within the project will be determined in the Final Relocation Impact Report. As for the number of residential displacees they would be minimal and there would be no difficulty in finding replacement residential property within the project area that is affordable and accessible to public services.

Traffic Circulation:

The project includes two traffic lanes in each direction; a continuous two-way, left-turn lane; and an additional lane which could be used for parallel parking, or as an acceleration/deceleration lane to ingress or egress for the businesses along the highway in developed areas. Intersections would have separate left-turn lanes and at more heavily used locations, separate right-turn lanes would also be provided.

Traffic studies indicate that the traffic volumes split at the 138/18 Junction approximately 50/50. The project would construct a direct connector from eastbound 138 to eastbound 18. The direct connector would improve circulation significantly. The left-turn movement would be eliminated. All other intersection movements would also be provided at grade.

Pedestrians:

Eight-foot (8') wide sidewalks would be provided through the downtown areas. In Littlerock sidewalks would be constructed on both sides of the highway and in Pearblossom along the south side.

At some intersections, raised islands would be constructed to facilitate the movement of pedestrians from one side of the roadway to the other.

Equestrian Trails:

Caltrans conducted studies, including counts, for the existing equestrian crossings at 87th Street East, 96th Street East, and 165th Street East. There were not enough horses to justify signals or exclusive crossings for horses.

The trail on the 96th Street East would be re-designed. A separate structure would be constructed adjacent to the existing bridge over the aqueduct at 96th Street East to accommodate an exclusive equestrian lane.

Horses would cross the highway similar to a pedestrian, a bicyclist or vehicle when entering a highway to make a turn. The rider would proceed once traffic cleared the intersection, and providing there was a gap in the traffic stream to complete the turn. It should be noted that the design of the facility provides the user with opportunities to make appropriate decisions.

Parking:

Parallel parking would be provided in the downtown area along the highway. Additional spaces may also be available on the side streets near the intersection.

Traffic Speeds:

The posted speed is normally assigned as a result of a speed study. The speeds are then enforced by the California Highway Patrol. The project is being designed for the maximum design speed recommended for this type of facility. However, the posted speed would remain the same until such time as a new speed study is done after construction is completed. It is anticipated that the additional lanes would improve circulation substantially. A speed study on this segment of highway was done one year ago. The study will not be updated for seven years unless a significant change occurs in the community such as extensive development, noticeable traffic pattern modifications, or construction for a major highway. Since there would be a significant change to the highway because of the widening project, there is a good chance that another speed study would be conducted, but only after construction completes.

Traffic Signals:

Presently, traffic studies conducted in the area indicate that there is not sufficient traffic and/or pedestrian volumes to warrant additional traffic signals. The existing traffic volumes, especially on the cross streets, are extremely low. Studies were also done using projected volumes to determine if traffic signals would be warranted at a future time period. The installation of a signal in the future would depend on traffic volumes and conditions at the time. The studies conducted, using the projected volumes were for information and discussion purposes only and not to justify the installation of signals

Traffic studies were conducted at 77th Street East, 87th Street East, and 96th Street East. The studies revealed that there is insufficient vehicular traffic and pedestrian volumes to warrant a traffic signal.

The future speed study may justify the need to install the flashing yellow lights at the entrance to downtown to warn motorists to slow down when approaching the area.

Speed bumps are not an option for this type of facility.

Safety:

The proposed project would upgrade all curves to the maximum design speed recommended for this type of facility. The issue of circulation and ingress and egress would be resolved with the proposed median lane. This would allow vehicles to safely enter the business area via the median lane. There is also a twelve-foot wide shoulder/parking lane, which could be used to accelerate or decelerate in and out of the business area.

Construction Impacts:

Highway widening would be done in stages. Initially, traffic would be maintained on the existing roadway while the outside areas were widened. Then in the following stage, traffic would be shifted to the newly constructed sections and the existing section modified as necessary.

Access to businesses, residences, and buildings would be provided at all times. No businesses would be shutdown. Access for emergency vehicles, such as: police, fire department and ambulance would be maintained as well. It is anticipated that the project would be built in two stages. It is also expected that the construction of the project would take twenty-four (24) months.

Informational meetings will be held prior to construction, including one where the contractor and Caltrans to inform the public about how the project would be constructed. Notices or letters will be sent out to the residents and also displayed at public places. These notices will include information about the construction activities.

Residents will also be able to obtain project updates by visiting the project web site at <http://www.dot.ca.gov/dist07>

Schedule and Cost:

Following project approval, the schedule could include a final project design period of two years; a right of way acquisition period of two to three years depending on the number of parcels; and another two to three years for construction improvements. Overall, the project could require a three to seven year development period depending on the availability of funds.

The construction and right of way costs for the Preferred Alternative are estimated to be approximately \$142 million dollars. This includes approximately \$122 million in construction costs and \$20 million in right-of way costs. The construction and right of way costs for the Variation Alternatives are estimated at \$200 million dollars. This includes approximately \$160 million in construction costs and \$40 million in right of way costs.

Funding:

Funding for the State Route 138 improvements has been programmed in the State Transportation Improvement Program (STIP) for construction. Two projects between Avenue T and 165th Street East have been programmed in the 2003/04 Fiscal Year. Funding for the remaining segments was programmed in the Interregional Transportation Improvement program (ITIP) in the 2004/05 Fiscal Year.

Although the projects have been programmed for construction in different fiscal years, Caltrans is investigating ways to construct all projects concurrently rather than in phases.

Project Contacts:

If you have any questions or if you need additional information about the project, please contact any of the following Caltrans staff:

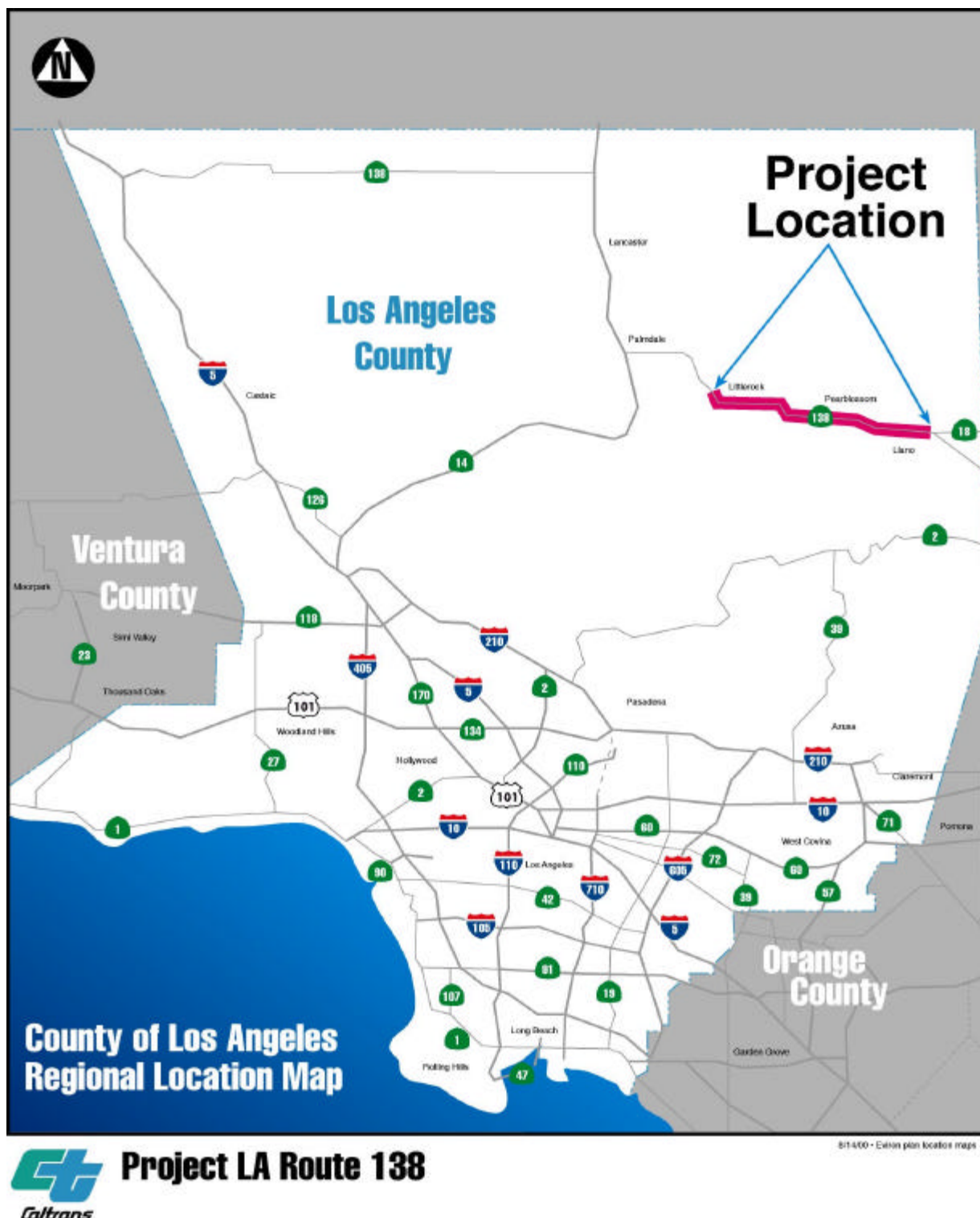
Abdi Saghafi Project Manager 213-897-9810 E-Mail: abdi.saghafi@dot.ca.gov	Art Correa, P.E. Design Manager 213-897-0122 E Mail: art.correa@dot.ca.gov
Cathy Wright Environmental Planner 213-897-0687 E Mail: cathy.wright@dot.ca.gov	Dan Dunn Right of Way 213-897-4811 E Mail: dan.dunn@dot.ca.gov

In addition, you may call the Caltrans offices of External Affairs in Los Angeles at 213-897-4867 or in San Bernardino at 714-383-4631.

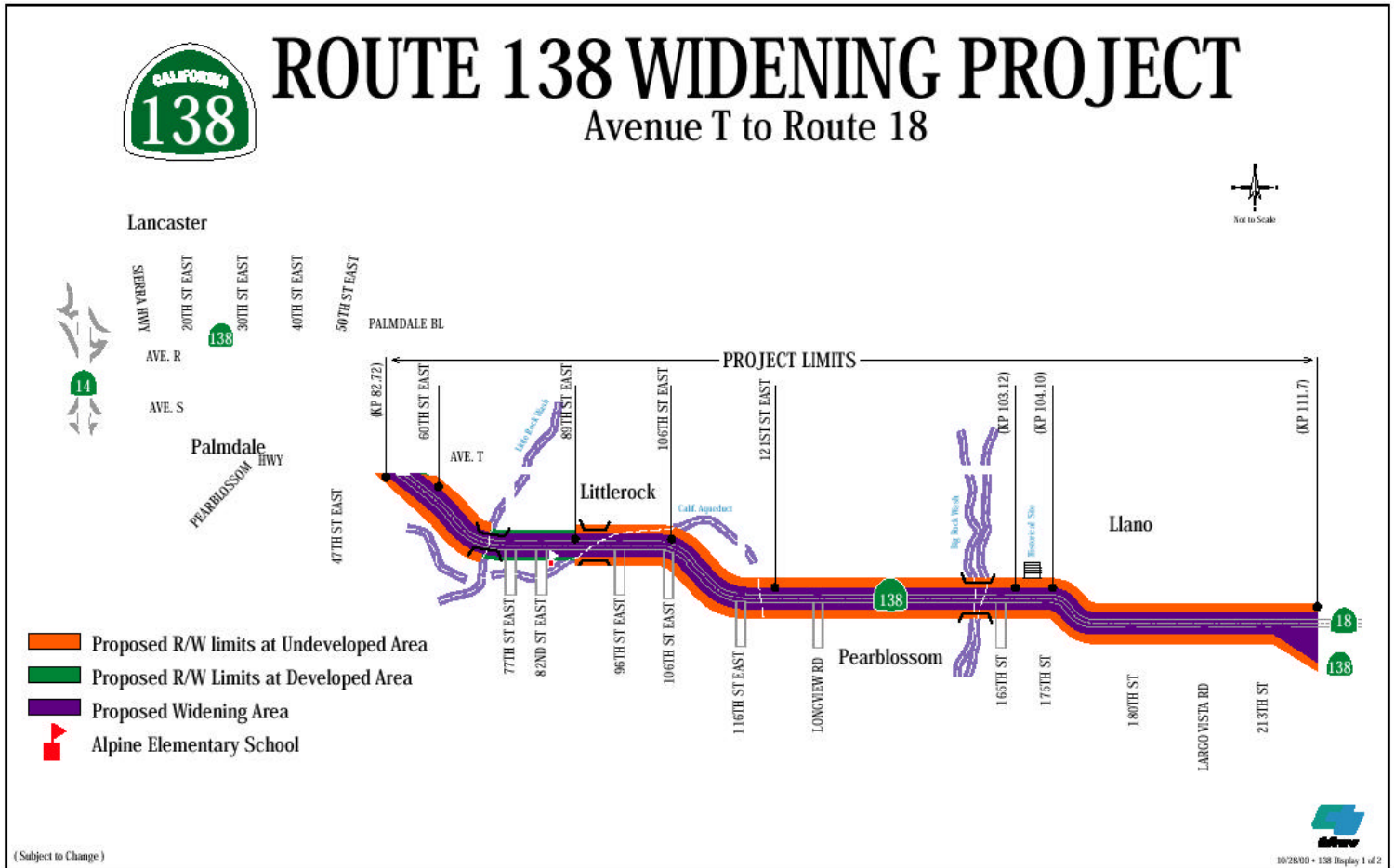
Additional information on the project can be obtained by visiting the project site on the world wide web at:

<http://www.dot.ca.gov/dist07>

VICINITY MAP



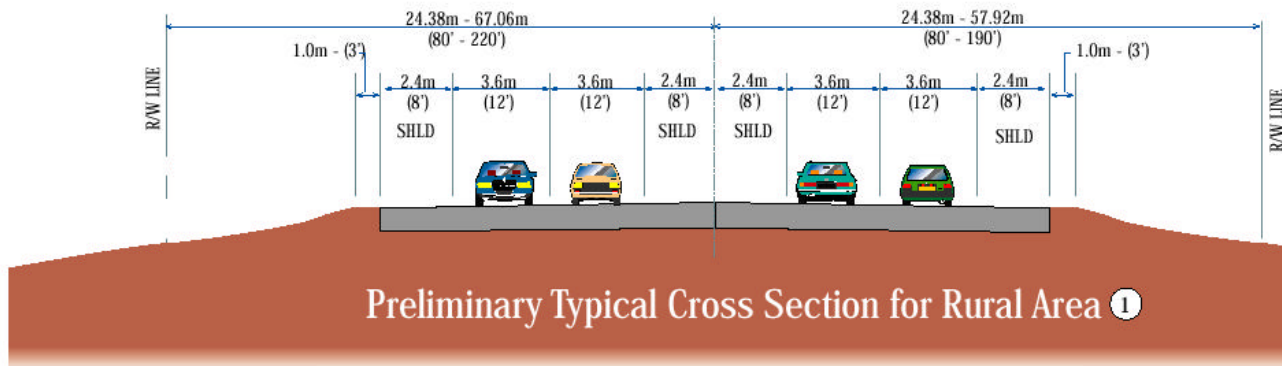
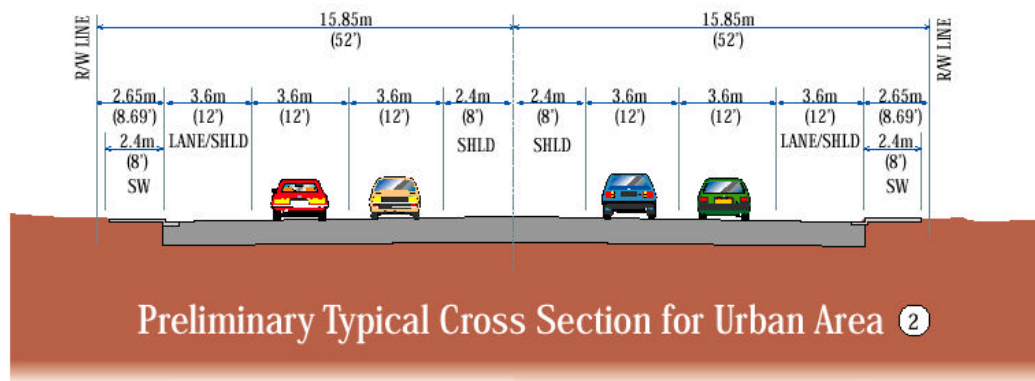
LOCATION MAP



TYPICAL CROSS SECTION

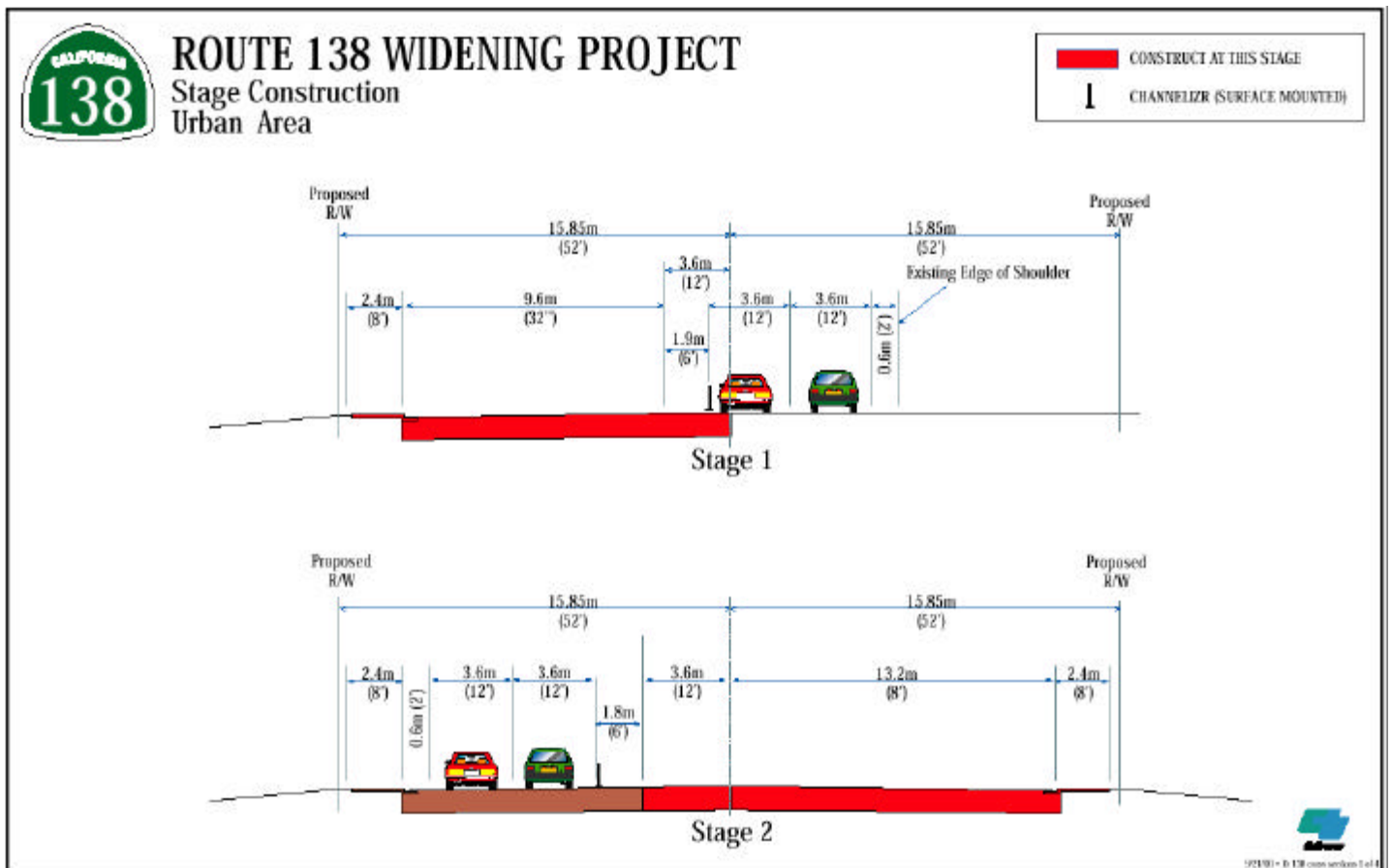


ROUTE 138 WIDENING PROJECT

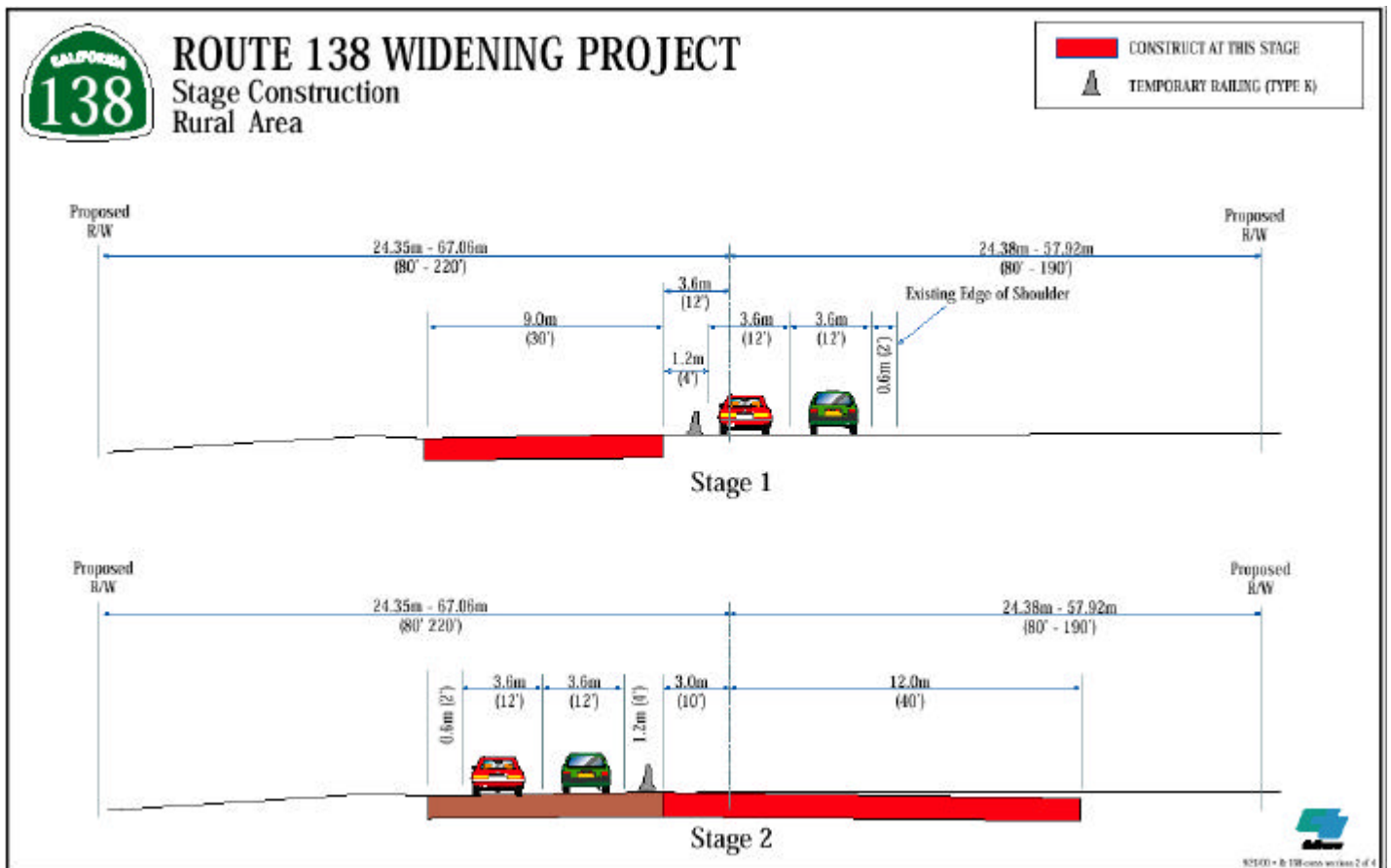


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STAGE CONSTRUCTION URBAN



STAGE CONSTRUCTION RURAL



NOTES